

The Škoda Superb

Lead the way



Valid as of April 2024

Engines

Engine	1.5 TSI 110 kW (mild hybrid)	1.5 TSI 150 kW (iV*)	2.0 TSI 150 kW	2.0 TSI 195 kW	2.0 TDI 110 kW	2.0 TDI 142 kW
Transmission	7-DSG	6-DSG	7-DSG	7-DSG 4×4	7-DSG	7-DSG 4×4
Fuel consumption [l/100 km]	5.2-5.9	-	-	-	4.9-5.4	5.6-6.3
CO ₂ emissions [g/km]	118-134	-	-	-	127-143	148-164

- This data will be available later. * Estate only

Fuel and CO₂ figures are cited as min.-max., based on the transmission.

Key selling points



Ergonomics

The interior offers a lot that is new in ergonomics and design:

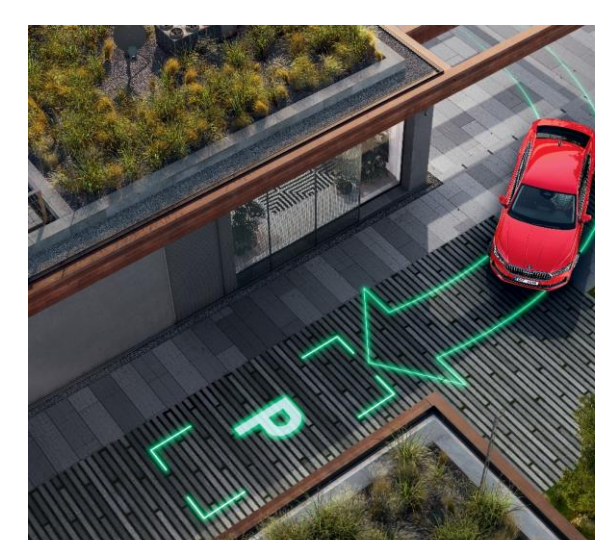
- Three Smart Dials under the infotainment system combining digital and haptic operation
- The newly conceived centre console provides more storage space than ever
- Automatic transmission gear selector repositioned by the steering wheel
- AGR-certified ergonomic seats with ten pneumatically controlled massage cushions, ventilation and heating



Plug-in hybrid drive

New generation of plug-in hybrid drive with:

- Greater battery capacity - 25.7 kWh
- Electric range of more than 100 km
- DC charging



Assist systems

- Turn and Crossroad Assist
- Travel Assist 2.0
- Intelligent Park Assist with Remote Parking and Remote Trained Parking



More light

- Optional second-generation LED Matrix beam headlights with better functionality (more segments) and light output
- Attractive "Crystallinium" design element



Simply Clever

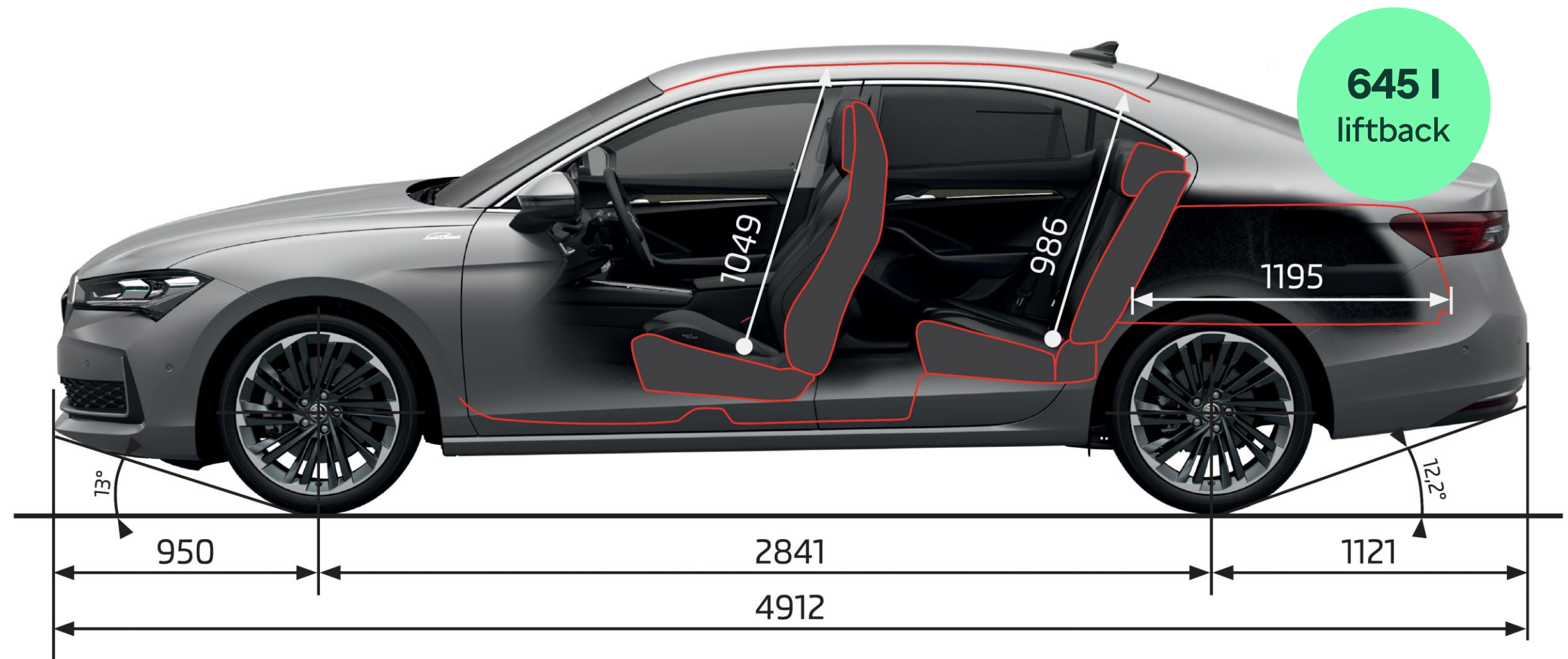
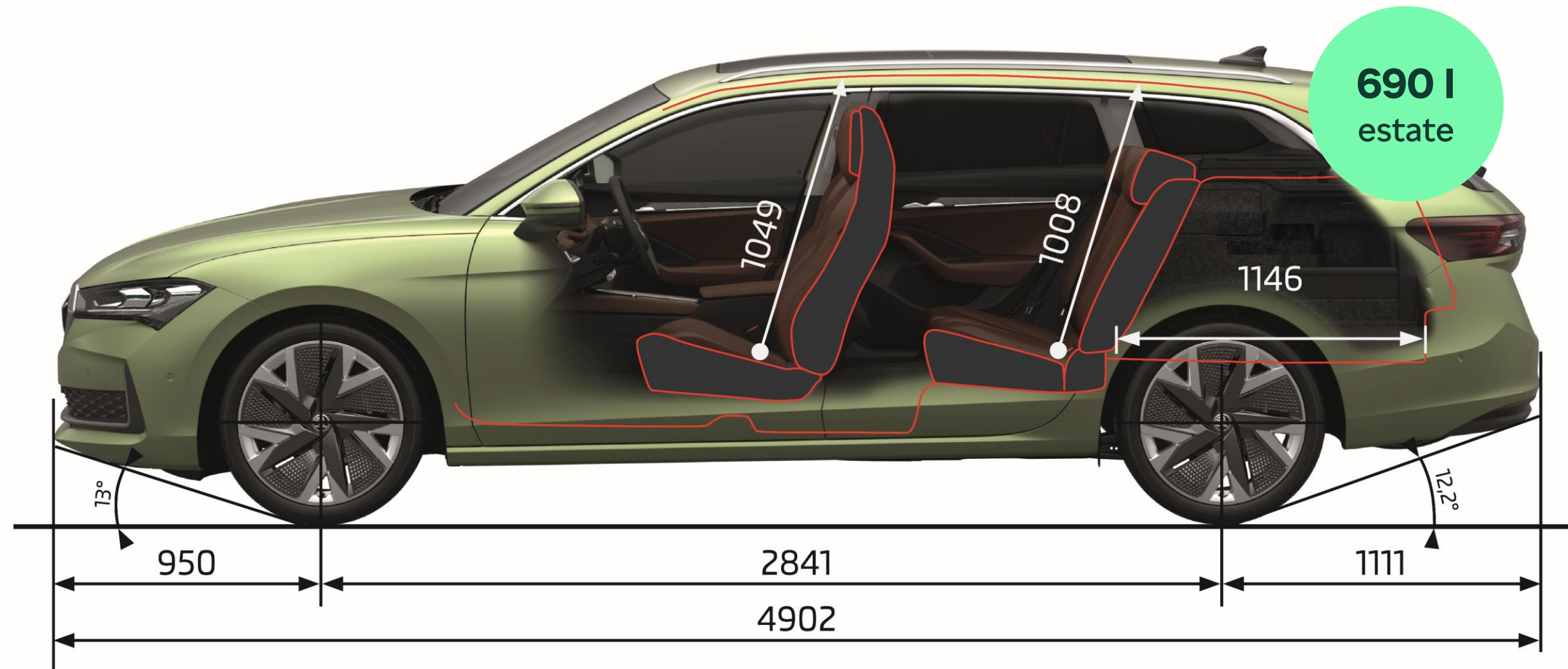
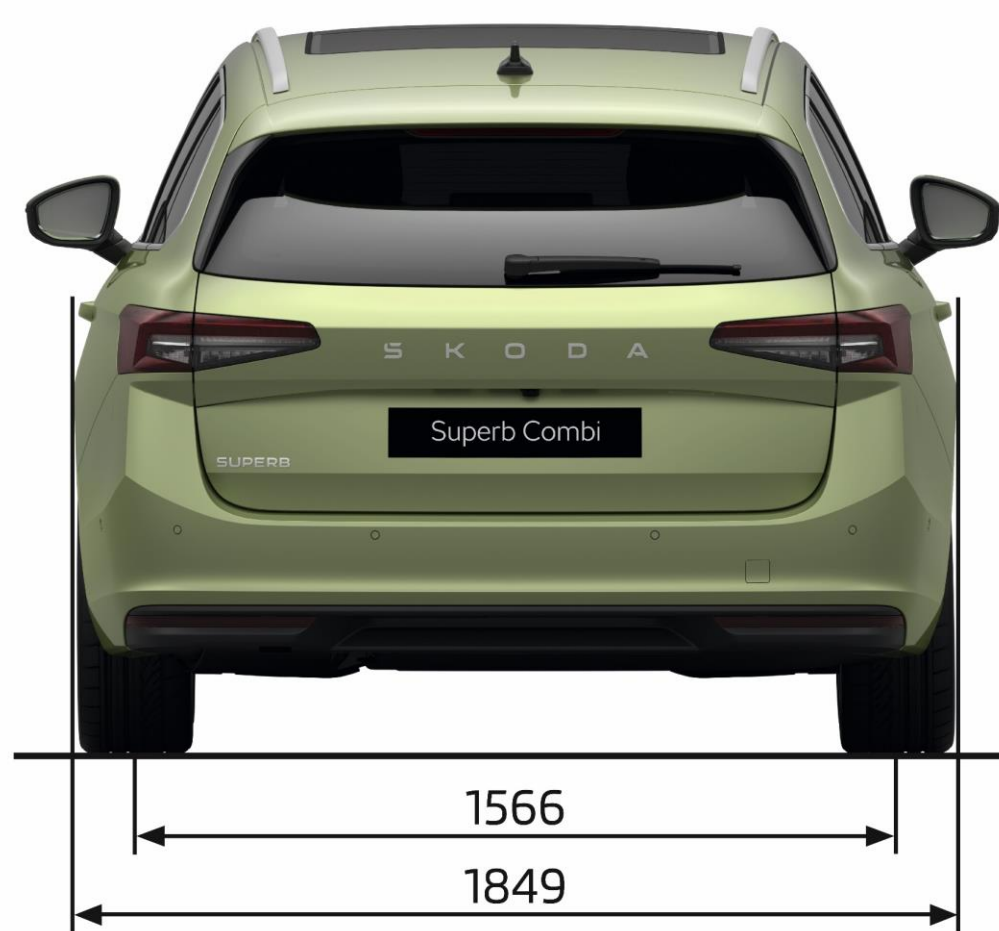
- Electrically operated luggage compartment cover (estate only)
- Insert tray with dry display cleaner in the Jumbo Box
- Heaters mode in air-conditioning menu

Special versions

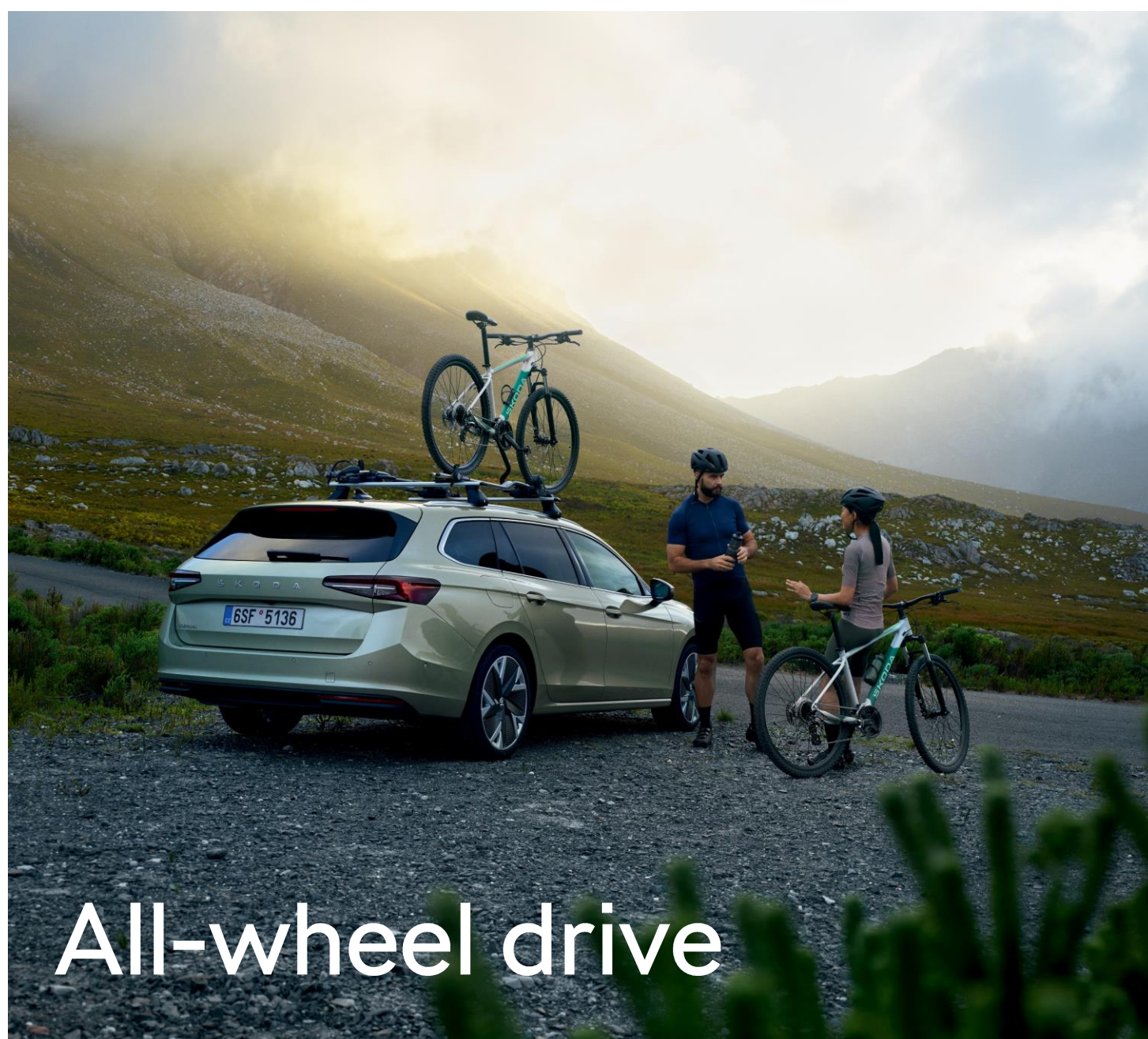


Laurin & Klement

Dimensions



Highlights



All-wheel drive

- AGR-certified front seats with ten massage cushions, ventilation and heating
- Three-zone air-conditioning
- Outstanding space (leg room) for rear passengers
- Sleep Package – rear seats with special head restraints and blanket (estate)
- 14-speaker Canton Sound System

- Uses a electrohydraulically controlled inter-axle multi-plate clutch in conjunction with a range of sensors and can redirect up to 100% of torque to the rear axle
- Comes exclusively with the most powerful petrol and diesel powertrains
- All-wheel drive is a unique selling point among the closest competitors



Comfort



DCC Plus

- The next-generation Dynamic Chassis Control uses shock absorbers with two independent valves
- Provides faster shock-absorber response and extends the range of damping characteristics
- Improves driving performance and comfort